

CLASSIFICATION SECRET

COUNTRY East Germany
TOPIC Jueterbog Airfield

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EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

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DATE OF CONTENT [REDACTED]

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DATE OBTAINED [REDACTED] DATE PREPARED 1 September 1955REFERENCES [REDACTED]PAGES 4 ENCLOSURES (NO. & TYPE) [REDACTED]REMARKS This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Jueterbog Airfield between 8 July and 4 August 1955:
- 8 July. At 1600, one four-engine aircraft landed at the field and took off again at 1800. The propeller engines were mounted under the wings, the upper side of the wings was smooth. The plane had a single tail unit and seemed to be of an older type.
- No crates were observed being unloaded at the airfield but it was noted that trucks loaded with crates came from the direction of aircraft parking area.
- 21 July. Between 0700 and 0900, three Il-28s with auxiliary fuel tanks and sleeve targets flew over the firing range where light AAA guns fired at the targets. Each Il-28 was aloft for 45 minutes. At 0900, 24 jet fighters from the western hangars were parked at the eastern end of the runway. These fighters were parked in groups of two: the aircraft on the right was parked to rear of the one on the left. The individual groups were dispersed at a short distance from one another. The first four fighter elements of two took off at intervals of about 20 seconds each. After about one minute the next 4 elements took off maintaining the same interval between elements. The last eight repeated this same take-off procedure as the other two groups. The aircraft flew in formations of eight planes each and crossed over the field in close order formation at an altitude of about 1,000 meters. After about 20 minutes, the jet fighters landed again. The landing procedure required 4 minutes 30 seconds. Five such formation flights were practiced until the afternoon.
- 22 July. At 0900, the same formation flights by jet fighters were practiced as observed on the preceding day. No details could be learned.
- 25 July. There was no air activity. Except for four alert planes which were parked at the eastern end of the runway, no other aircraft were seen on the airfield.
- 26 July. There was no air activity because of rainfall during the morning. At noon a total of 12 MiG-17s with auxiliary fuel tanks were towed from the northern hangars and parked in a line east of the little wood. These aircraft took off at various intervals of 15 to 30 minutes for individual flights which lasted for 20 to 25 minutes each. Auxiliary fuel tanks were mounted under the wings of these MiG-17s at the same point where similar fuel tanks are mounted on MiG-15s. After the take-off, the planes headed toward the Golem Hill and returned from this direction. Air activity was terminated at 1600.

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27 July. At noon, a total of 20 MiG-17s with auxiliary fuel tanks were towed from the northern hangars to a place between the little wood and the former eastern hangar where they were parked. The jet fighters took off in elements of two or in two elements of two respectively at intervals of about 25 minutes. These planes practiced formation flying for about 25 minutes. Before the landing of the first planes, the next 2 and four aircraft **respectively** took off and headed toward the Golm Hill. Air activity was terminated at 1600.

28 July. There was no air activity in the morning. In the afternoon, MiG-17s with auxiliary fuel tanks practiced individual flying. Aircraft from the western hangars took off at intervals of 2 minutes each. The planes headed toward the south, west, and north. These flights lasted about 15 to 20 minutes each and then the aircraft landed again coming from an easterly direction. At 1630, air activity was terminated.

29 July. There was no air activity.

30 July. There was no air activity. The aircraft were towed out of the hangars and parked in lines in front of the hangars. Maintenance work was apparently done. Groups of five men each were seen working on the landing gears of some planes. The planes were not jacked up. A total of 24 jet fighters, apparently all MiG-17s, were parked in front of the northern hangars, and 18 to 19 jet fighters were parked in front of the western hangars.

1 August. At 0900, one Il-28 took off. After the take-off, a sleeve target was seen. The aircraft circled over Jueterbog firing range, where light 37-mm AA guns fired at the sleeve target. About 40 minutes later, the Il-28 landed, after the sleeve target was dropped over the airfield. No damages to the target were seen. Immediately after the first Il-28 had landed, the next Il-28 took off at 0942, and repeated the same procedure as the first Il-28. At 1020, the second Il-28 landed. Between 1400 and 1800, the jet fighters with auxiliary fuel tanks from the western hangars practiced flying in elements of two. These planes headed in various directions. After being aloft for 20 minutes, the jet fighters returned from an easterly direction. Except for a few MiG-15s, all other jet fighters involved in air activity were MiG-17s.

2 August. Between 0700 and 0900, Il-28s towing sleeve targets flew over the firing range where the targets were fired at by light AA guns. After the last Il-28 had landed, 18 MiG-17s were towed from the northern hangars to a place east of the little wood where they were parked in line. The jet fighters took off in elements of two at intervals of 12 minutes and headed toward Markendorf firing range. The planes landed again after 20 minutes. At 1400, air activity by MiG-17s was terminated. At 1600, four Il-10s with red propeller hubs landed individually at intervals of 5 minutes each. These planes were parked in front of the southwestern hangar. From 2000 until nightfall, Il-28s with sleeve targets circled individually over the firing range.

3 August. Between 0700 and 1200, jet fighters from the western hangars practiced flying in elements of two. These planes crossed over the field at a very high altitude. Vapor trails were seen. At noon, four Il-10s landed at the field after they had crossed over the field in flight formation in an easterly course. At 1230, one Il-28 with a sleeve target circled over the firing range, where the target was fired at by light AA guns.

4 August. At 0700, a total of 22 MiG-17s with auxiliary fuel tanks from the northern hangars were parked east of the little wood. Air activity was terminated at about noon. At noon, 8 Il-10s took off and headed toward Markendorf firing range. There the aircraft dived at an angle of about 45 degrees to a ground target, dropped one bomb, and then repeated these procedures. A total of 16 bombs was dropped by the eight Il-10s. No landing at Jueterbog airfield by

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these planes was seen. The Il-10s left Markendorf firing range and headed to the north. At 1400, jet fighters practiced flying in formations of two and three. Air activity was terminated at about midnight. Il-28s were also involved in night flying practices. These planes towing sleeve targets circled over the firing range where they were caught by searchlights. Light AA guns fired at the sleeve targets.

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It was generally noted that except for about four MiG-15 almost all other jet fighters stationed at Jueterbog airfield were MiG-17s. The MiG-15s were parked in the western hangars. It was further observed that all aircraft of the alert flight were MiG-17s. The new jet fighters

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One of the new aircraft was a two-seater

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This plane had the differentiating characteristics from MiG-15s including three boundary layer fences, wing roots, etc. In addition to these aircraft, 1 or 2 U-MiG-15s were parked in the western hangars. A total of at least 50 MiG-17s were stationed at Jueterbog airfield. It was undetermined if additional aircraft were stationed there because apparently not all aircraft were simultaneously involved in air activity. Four Il-28s were parked in the northwestern hangars. So far, these planes were only used as target representation, with and without sleeve targets for light AA guns.

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2. On 22 July and on 3 August, 8 tank trucks and 12 tank trucks respectively moved to the fuel depot at the field.

3. The power unit of MiG-17 was tested at the engine test stand several times. Each time the engine was run at full speed for three minutes and then stopped.

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4. The following air activity and aircraft were observed at Jueterbog airfield:
1 August. In the evening, three Il-28s and one twin-engined transport aircraft were parked at the taxiway in front of the southwestern hangar. No jet fighters were observed. There was no air activity.
2 August. At about 1500, about 30 jet fighters were seen in front of the northern hangars, about 25 jet fighters were parked in two lines in front of the western hangars, 4 jet fighters were seen at the eastern runway end, and 5 Il-28s were parked in front of the northwestern hangar. Maintenance work by about 100 men was done on the planes parked in front of the northern hangars. The tails of 4 to 6 jet fighters were removed.
 Between 1400 and 1530, there was slight air activity by jet fighters. Individual aircraft made local flights. One flight by an element of two aircraft was seen. The planes landed individually.
3 August. A total of about 45 jet fighters and 2 Il-28s were seen at the taxiway. An alert flight of 4 jet fighters were parked at the eastern end of the runway. At 1110, one element of three jet fighters approached the field at intervals of 20 to 25 minutes from a southerly direction. After the elements of two planes were dispersed, the aircraft landed individually. The last element landed about 1250. These jet fighters had wings with a greater sweep back. Pitot tubes were seen on each end of the wings.

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5. Jueterbog airfield was occupied by jet fighters and Il-28s. During the period 4 July to 3 August, air activity was observed when there was favorable weather. Jet fighters generally practiced flying in elements of two. Il-28s flew individually. Night air activity by jet fighters was held in clear weather. On the evening of 22 July, 24 jet fighters repeatedly practiced flying in close order formation.

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6. Between 4 July and 5 August, night firing by AA guns was repeatedly observed. Such firing practices lasted from about 1800 until 2200. One Il-28 towing a sleeve target was definitely observed. The Il-28 crossed over the field in a west-easterly direction. Four to five searchlights caught the Il-28. Small caliber AA guns in addition to large-caliber AA guns were involved in these firing practices. Sometimes tracer bullets were seen. ²

7. Between 1600 and 1800 on 21 and 22 July, AA gun firing practices were observed in the vicinity of Buelow-Hoche near ForstZinna. AA guns fired at a sleeve target which was towed by an Il-28. The sleeve target was divided into three sections: the rear third was blue, the middle white and the last red. Anytime the aircraft approached the air space of Buelow-Hoche, AA guns fired at a rapid rate at the sleeve target. The points of burst indicated that the shells detonated near the target. Between 1530 and about 1600 on 28 July, firing practices by AA guns at sleeve targets were again observed. The points of burst indicated that the shells detonated near the target. ² 25X1

8. Between 4 July and 5 August, there was air activity by biplanes at Jueterbog airfield. Local flights were observed. ³ 25X1

1. Comment. It was assumed that Jueterbog airfield was still occupied by two fighter regiments. Intensified formation flying was also observed at other airfields in East Germany. Formation flights of 24 jet fighters were observed several times. A total of 59 jet fighters were counted at the airfield. The information that about 50 MiG-17s were stationed Jueterbog airfield would indicate that there has been a total re-equipment of the fighter regiments with MiG-17s at this airfield. A U-MiG-17 is reported for the first time but not much credence can be given until confirmation is obtained. 25X1

2. Comment. Target representation by 3 to 4 Il-28s, which were stationed at Jueterbog airfield, was reported previously. 25X1

3. Comment. Po-2s are still stationed at Jueterbog airfield as liaison aircraft of Hq 3rd Gds Mecz Army. 25X1

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